

FOR OFFICE USE ONLY:

Version # \_\_\_\_\_

APP # 700267

#### **A. Statement of Development Activity**

This project would fund the first phase of construction plus the design and engineering for the entire Lake Road at the El Mirage OHV Recreation Area. The environmental assessment is complete and minimal surveying and engineering is needed. We would use existing standard road cross sections, specifications and diagrams. The existing road alignment would be improved for 2 miles at a 24' width, 2' shoulders, raised with 6" base & recycled type II aggregate, then topped with 3" clean type II fill. The fill material is needed because the road is at the medium water level of the lakebed and crosses soil high in clay content. Drainage structures would transport water under the road, with sediment basins on the uphill side to capture soil movement & prevent clogging.

The BLM District Office Engineer would oversee the preparation of road grading cross sections, including cut and fill plans. Comparable cross sections from similar work on a road in the Johnson Valley OHV Area are attached for reference. The BLM Wildlife Biologist and Archaeologist will provide a 100% survey of the project area before work begins to ensure the area is clear. All work and site changes will be documented and mapped with GIS for monitoring and future reference.

Construction consists of surveying, flagging and staking the work site, rough grading, the application of geo-textile material, followed by the application of about 6" of base material, topped with about 3" of clean type II fill. Base fill material will come from 2 sources. First, native soil removed to form sediment basins adjacent to the road will be applied to the road base. Second, this will be mixed in with re-cycled type II material. The recycled fill material will contain used cement and crushed rubble. Recycle asphalt will not be used to minimize potential for contamination of adjacent dry lakebed. The road surface is then topped with clean type II material pulled from a local borrow pit. All construction work is contracted. BLM will provide a project inspector to document daily progress and ensure on site safety compliance; and a Contractors Rep to oversee administration of the contract.

#### **B. Relation of Proposed Project to OHV Recreation**

The El Mirage OHV Recreation Area was created primarily to provide opportunities for off-highway vehicle recreation for San Bernardino County and the greater S. Calif. area. To date about 12,000 acres of private land have been acquired with green sticker grants, and added to existing public land creating this 25,850 acre riding area. This Project provides the plans for upgrading 7 miles of the Lake Road around the north side of El Mirage Dry Lake. This project was included in the 1990 management plan as needed to distribute primary vehicle traffic inside the boundaries. Currently, visitors drive primary vehicles and trucks down the lakebed to get to the east end, causing undue soil degradation and accelerated wind erosion. Road improvements provide all weather access to carry traffic around the lakebed when it is wet.

#### **C. Size of the proposed development**

The El Mirage OHV Recreation Area contains 25,850 acres designated open for legal OHV recreation. This project would fund plans and drawings for improvement to all 7 miles of Lake Road, and cover construction cost for the first 2 miles of improvements.

#### **D. Timeline for Project Completion**

Attachments:

[Lake Road Project Timeline](#)

#### **E. Location and Description of OHV Opportunities**

The El Mirage Off-Highway Vehicle (OHV) Recreation Area is located in the Mojave Desert along the western edge of San Bernardino County, which makes it the closest OHV open area recreation experience to the greater Los Angeles area. This area includes a 5,000 acre dry lakebed perfect for beginning riders, go carts and a variety of special & homemade vehicle types with minimal suspension. From the lakebed the land rises gently across thousands of acres of excellent terrain for intermediate riding to the low lying Shadow Mountains, which bisect the recreation area. The Shadow Mountains offer a variety of terrain and riding opportunities. This ranges from easy routes up the washes, to intermediate trails across the ridges, interspersed with expert hillclimbs.

This project improves the main road system for all vehicle types, in all weather, to provide access into the west half the project area. Now motorhomes, campers and big trucks towing trailers barrel down the middle of the lakebed to get to the west end. This accelerates erosion and causes significant traffic conflicts between primary vehicles and visitors playing on OHVs. Yet the biggest benefit of this project is to provide all weather access to the project west side during wet and muddy conditions.

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**1. Conceptual Drawings and Site Plans**

Attachments:

[Boone Road Improvements](#)

**2. Land Tenure Certification**

**3. Project Specific Maps**

Attachments:

[Lake Road Project Map](#)

**4. Optional Project-Specific Application Documents**

Project Cost Estimate for Grants and Cooperative Agreements Program - 2008/2009  
Agency: BLM - Barstow Field Office  
Application: El Mirage Lake Road Development

6/2/2009

FOR OFFICE USE ONLY:		Version # _____	APP # _____
<b>APPLICANT NAME :</b>	BLM - Barstow Field Office		
<b>PROJECT TITLE :</b>	El Mirage Lake Road Development	<b>PROJECT NUMBER (Division use only) :</b>	
<b>PROJECT TYPE :</b>	<input type="checkbox"/> Acquisition <input checked="" type="checkbox"/> Development <input type="checkbox"/> Education & Safety <input type="checkbox"/> Ground Operations <input type="checkbox"/> Law Enforcement <input type="checkbox"/> Planning <input type="checkbox"/> Restoration		
<b>PROJECT DESCRIPTION :</b>	<p>This project would fund the first phase of construction plus the design and engineering for the entire Lake Road at the El Mirage OHV Recreation Area. The environmental assessment is complete and minimal surveying and engineering is needed. We would use existing standard road cross sections, specifications and diagrams. The existing road alignment would be improved for 2 miles at a 24' width, 2' shoulders, raised with 6" base &amp; recycled type II aggregate, then topped with 3" clean type II fill. The fill material is needed because the road is at the medium water level of the lakebed and crosses soil high in clay content. Drainage structures would transport water under the road, with sediment basins on the uphill side to capture soil movement &amp; prevent clogging.</p> <p>The BLM District Office Engineer would oversee the preparation of road grading cross sections, including cut and fill plans. Comparable cross sections from similar work on a road in the Johnson Valley OHV Area are attached for reference. The BLM Wildlife Biologist and Archaeologist will provide a 100% survey of the project area before work begins to ensure the area is clear. All work and site changes will be documented and mapped with GIS for monitoring and future reference.</p> <p>Construction consists of surveying, flagging and staking the work site, rough grading, the application of geo-textile material, followed by the application of about 6" of base material, topped with about 3" of clean type II fill. Base fill material will come from 2 sources. First, native soil removed to form sediment basins adjacent to the road will be applied to the road base. Second, this will be mixed in with re-cycled type II material. The recycled fill material will contain used cement and crushed rubble. Recycle asphalt will not be used to minimize potential for contamination of adjacent dry lakebed. The road surface is then topped with clean type II material pulled from a local borrow pit. All construction work is contracted. BLM will provide a project inspector to document daily progress and ensure on site safety compliance; and a Contractors Rep to oversee administration of the contract.</p>		

	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
<b>DIRECT EXPENSES</b>							
<b>Program Expenses</b>							
<b>1</b>	<b>Staff</b>						
	Other-District Engineer	120.000	80.000	HRS	9,600.00	0.00	9,600.00
	Other-Project Inspector	200.000	43.000	HRS	0.00	8,600.00	8,600.00
	Other-Project Contract Rep	120.000	48.000	HRS	0.00	5,760.00	5,760.00
	Other-Archaeologist	100.000	57.000	HRS	0.00	5,700.00	5,700.00
	Other-Wildlife Biologist	100.000	57.000	HRS	0.00	5,700.00	5,700.00

Project Cost Estimate for Grants and Cooperative Agreements Program - 2008/2009  
Agency: BLM - Barstow Field Office  
Application: El Mirage Lake Road Development

6/2/2009

	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
	Other-GIS Specialist	40.000	57.000	HRS	0.00	2,280.00	2,280.00
	<b>Total for Staff</b>				9,600.00	28,040.00	37,640.00
<b>2</b>	<b>Contracts</b>						
	Other-Road Construction	2.000	70000.000	MI	140,000.00	0.00	140,000.00
	Other-Survey and staking	2.000	4000.000	MI	8,000.00	0.00	8,000.00
	<b>Total for Contracts</b>				148,000.00	0.00	148,000.00
<b>3</b>	<b>Materials / Supplies</b>						
<b>4</b>	<b>Equipment Use Expenses</b>						
	Other-PI pickup truck	40.000	40.000	DAY	0.00	1,600.00	1,600.00
	Other-Engineer & Cor truck	40.000	40.000	DAY	0.00	1,600.00	1,600.00
	<b>Total for Equipment Use Expenses</b>				0.00	3,200.00	3,200.00
<b>5</b>	<b>Equipment Purchases</b>						
<b>6</b>	<b>Others</b>						
<b>7</b>	<b>Administrative Costs</b>						
	Administrative Costs-Management Oversight	200.000	65.000	HRS	0.00	13,000.00	13,000.00
	Administrative Costs-Budget/Procurement	200.000	45.000	HRS	0.00	9,000.00	9,000.00
	<b>Total for Administrative Costs</b>				0.00	22,000.00	22,000.00
<b>Total Program Expenses</b>					157,600.00	53,240.00	210,840.00
<b>TOTAL DIRECT EXPENSES</b>					157,600.00	53,240.00	210,840.00
<b>TOTAL EXPENDITURES</b>					<b>157,600.00</b>	<b>53,240.00</b>	<b>210,840.00</b>

Project Cost Summary for Grants and Cooperative Agreements Program - 2008/2009  
Agency: BLM - Barstow Field Office  
Application: El Mirage Lake Road Development

6/2/2009

	Line Item	Grant Request	Match	Total	Narrative
<b>DIRECT EXPENSES</b>					
<b>Program Expenses</b>					
1	Staff	9,600.00	28,040.00	37,640.00	
2	Contracts	148,000.00	0.00	148,000.00	
3	Materials / Supplies	0.00	0.00	0.00	
4	Equipment Use Expenses	0.00	3,200.00	3,200.00	
5	Equipment Purchases	0.00	0.00	0.00	
6	Others	0.00	0.00	0.00	
7	Administrative Costs	0.00	22,000.00	22,000.00	
<b>Total Program Expenses</b>		157,600.00	53,240.00	210,840.00	
<b>TOTAL DIRECT EXPENSES</b>		157,600.00	53,240.00	210,840.00	
<b>TOTAL EXPENDITURES</b>		<b>157,600.00</b>	<b>53,240.00</b>	<b>210,840.00</b>	

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**ITEM 1 and ITEM 2**

**ITEM 1**

- a. ITEM 1 - Has a CEQA Notice of Determination (NOD) been filed for the Project? ☐ Yes ☒ No  
(Please select Yes or No)

**ITEM 2**

- b. ITEM 2 - Are the proposed activities a "Project" under CEQA Guidelines Section 15378? ☒ Yes ☐ No  
(Please select Yes or No)
- c. The Application is requesting funds solely for personnel and support to enforce OHV laws and ensure public safety. These activities would not cause any physical impacts on the environment and are thus not a "Project" under CEQA. (Please select Yes or No) ☐ Yes ☒ No
- d. Other. Explain why proposed activities would not cause any physical impacts on the environment and are thus not a "Project" under CEQA. DO NOT complete ITEMS 3 – 9

**ITEM 3 - Impact of this Project on Wetlands**

This project would have no impacts on wetlands or navigable waters because there are none at El Mirage Dry Lakebed. Neither would this project have an impact of sensitive habitats or species because they do not occur in the area of this project. While the El Mirage OHV Recreation Area is within the range of the desert tortoise and Mojave ground squirrel, the area around the lakebed does not contain suitable habitat for either species. Staff Wildlife Biologist will complete field surveys of all areas that could potentially be disturbed to ensure no individual sensitive species or their habitat would be disturbed.

The lakebed at El Mirage does flood during both winter and summer rainstorms. Often the lakebed is wet for several days, and sometimes weeks at a time. When this occurs during warmer weather fairy shrimp hatch in the standing water and become an attractive food source for birds. The lakebed is closed to all vehicle traffic when wet or muddy. The closure is primarily to protect sensitive soils from vehicle damage. However, this action has the added benefit of creating a setting frequented by small clusters of birds after the fairy shrimp; looking and functioning as a temporary wetlands.

**ITEM 4 - Cumulative Impacts of this Project**

The major anticipated cumulative impact should be a change in visitor traffic patterns where much of the lakebed east west traffic is re-located onto the new improved Lake Rd. As a result there should be less traffic congestion and fewer conflicts between various vehicles. For example 18 wheelers going to the west end of the lakebed would no longer have to drive down the center of the lakebed possible interfering with OHVs touring the lakebed or groups staging with land sailors, model airplanes or go carts.

The road will significantly improve our ability to redirect vehicles away from the lakebed when it is wet or muddy. This action will greatly reduce disturbances to the wet clay, both the smooth lakebed surface, and the wildlife associated with the temporary wetlands. The road should also help reduce sheet erosion and blowing dust by cutting down on vehicle traffic on the lakebed. The raised road surface and sediment basins should capture non-clay material moving onto the lakebed from the north through sheet erosion. This should also help prevent future wind erosion problems by preventing a softening of the lakebed through dilution by non-clay soils.

**ITEM 5 - Soil Impacts**

The proposed activities will have no effect on the environment due to steep slopes because the work will occur around the edge of the lakebed on level surfaces. This project would benefit soils by providing an alternative for removing heavy car and truck traffic off the dry lakebed at El Mirage. This action should provide a significant positive benefit to the smooth lakebed surface by helping remove vehicle traffic from the lakebed when it is wet. Currently vehicle traffic around the lakebed occurs on the lakebed itself because there is no alternative, even when it is wet. This road improvement would provide a hardened all weather surface for vehicles to use going back and forth between the east and west ends of the lakebed. The raised roadbed and sediment basins would also help reduce the amount of non-clay soils moving onto the lakebed through sheet erosion from north of the lakebed.

#### **ITEM 6 - Damage to Scenic Resources**

There would be no damage to scenic resources within the viewshed of an official state scenic highway because there are no designated scenic highways near the El Mirage OHV Recreation Area.

#### **ITEM 7 - Hazardous Materials**

Is the proposed Project Area located on a site included on any list compiled pursuant to Section 65962.5 of the California Government Code (hazardous materials)? (Please select Yes or No) ☐ Yes ☒ No

If YES, describe the location of the hazard relative to the Project site, the level of hazard and the measures to be taken to minimize or avoid the hazards.

#### **ITEM 8 - Potential for Adverse Impacts to Historical or Cultural Resources**

Would the proposed Project have potential for any substantial adverse impacts to historical or cultural resources? (Please select Yes or No) ☐ Yes ☒ No

If YES, describe the potential impacts and for any substantially adverse changes in the significance of historical or cultural resources and measures to be taken to minimize or avoid the impacts.

#### **ITEM 9 - Indirect Significant Impacts**

No indirect significant impacts are anticipated or have been identified. This project would provide positive benefits to OHV riders through reduce traffic congestion and easier access within the recreation area, while helping reduce negative impacts to the lakebed surface.

#### **CEQA/NEPA Attachment**

Attachments:

[Lake Road Determination of Nepa Adequacy](#)



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**1 Project Cost Estimate - Q 1. (Auto populates from Cost Estimate)**

1. As calculated on the Project Cost Estimate, the percentage of the Project costs covered by the Applicant is 0

(Check the one most appropriate) (Please select one from list)

- ☐ 76% or more (10 points)  
☐ 51% - 75% (5 points)  
☐ 26% - 50% (3 points)  
☒ 25% (Match minimum) (No points)

**2 Natural and Cultural Resources - Q 2a., 2b., & 2c.**

**2. Natural and Cultural Resources**

- a. Natural and Cultural Resources: Species 5

Enter the number of special-status species that are known to occur in the Project Area

Number of special-status species 0

(Check the one most appropriate) (Please select one from list)

- ☒ No special-status species occur in Project Area (5 points)  
☐ One to five special-status species occur in Project area (3 points)  
☐ Six to ten special-status species in Project area (2 points)  
☐ More than ten special-status species occur in Project area (No points)

**b. Habitat**

- b. Natural and Cultural Resources: Habitat 5

Potential Effects on special-status species habitat (Check the one most appropriate)

Special-status species habitat is known to occur in the Project Area (if YES, enter number of species).. (Please select Yes or No) ☐ Yes ☒ No

Habitat for special-status species known to occur in Project Area (enter number of species)

Reference Document

(Check the one most appropriate) (Please select one from list)

- ☒ No special-status species habitat is known to occur in the Project area (5 points)  
☐ Habitat for one to five special-status species is known to occur in Project area (3 points)  
☐ Habitat for six to ten special-status species is known to occur in Project area (2 points)  
☐ Habitat for more than ten special-status species is known to occur in Project area (No points)

**c. Cultural Resources**

- c. Cultural Resources 3

(Check the one most appropriate) (Please select one from list)

- ☐ Project would provide additional protection to cultural sites (5 points)  
☐ Project area has no known cultural sites (4 points)  
☒ Identified cultural sites in the Project area will not be affected (3 points)

- ☐ Project impacts to cultural sites will be mitigated (No points)
- ☐ Project has unavoidable detrimental impacts to cultural resources (No points, Project application will be returned to Applicant without further consideration)

Reference Document

El Mirage OHV Recreation Area Management Plan, 1990.

Supplemental Environmental Assessment, CA-680-03-02

**3 Diversified Use - Q 3.**

3. The Project is designed to provide for diversified use 6

(Check all that apply) Scoring: 1 point each, up to a maximum of 6 points (Please select applicable values)

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> ATV                       | <input checked="" type="checkbox"/> 4X4                              |
| <input checked="" type="checkbox"/> M.C.                      | <input checked="" type="checkbox"/> Recreation Utility Vehicle (RUV) |
| <input type="checkbox"/> Snowmobile                           | <input checked="" type="checkbox"/> Dune buggy, rail                 |
| <input checked="" type="checkbox"/> Other (Specify) [go cart] |  |

Describe the nature of the facilities for each item checked above:

This project improves a segment of the primary internal road system, and all these vehicle types can use the improvement for scenic enjoyment, to access camping & staging areas, to get around the lakebed when it is wet, or just to get where they want to go.

**4 Publicly Reviewed Plan - Q 4.**

4. Is there a publicly reviewed and adopted plan that supports the need for the Project? 5

(Check the one most appropriate) (Please select one from list)

- ☐ No (No points) ☒ Yes (5 points)

Identify plan

El Mirage OHV Recreation Area Management Plan, 1990.

**5 Recycled Materials - Q 5.**

5. The Project makes substantial use of recycled content building materials such as 5

- Materials diverted from landfills
- Recycled plastic lumber
- Fly ash content concrete

(Check the one most appropriate) (Please select one from list)

- ☐ No (No points) ☒ Yes (5 points)

Explain 'Yes' response

This project will include the use of clean recycled fill material for road base during construction. Recycle fill includes crushed concrete and rubble, we will avoid using recycled fill containing asphalt or other similar compounds that could leach undesirable material onto adjacent lakebed.

**6 Sustainable Technologies - Q 6.**

6. The Project makes substantial use of sustainable technologies such as: 4

- Alternative fuel vehicles and equipment
- Repaving with permeable asphalt

- Renewable energy sources (e.g., solar, wind)
- Low volatile organic compound emission materials (e.g., paint, sealants, carpet)
- Practices that meet U.S. Green Building Council LEED Silver standard
- Water efficient landscaping
- Low-flow plumbing fixtures
- Utilizing local building materials

(Check the one most appropriate) (Please select one from list)

☐ No (No points)

☒ Yes (4 points)

Explain 'Yes' response

This is a road project that applies modern sustainable technologies including the use of geo-textile and native fill material that is local. The road surface is permeable type II rock which reduces both wind and water erosion while providing a durable natural travel surface. The sediment basins will capture soil movement toward the lakebed from sheet erosion. Reducing the movement of soil comprised of decomposed granite onto the lakebed will help sustain the clay content and historical level surface of the lakebed for future recreation opportunities. We are using native water efficient landscaping requiring no supplemental water.

## 7 Sustain Existing OHV Recreation - Q 7.

7. The Project is designed to sustain existing OHV Recreation 3

(Check the one most appropriate) (Please select one from list)

☒ Project directly improves or sustains existing OHV Opportunity (3 points)

☐ Project improves support facilities associated with existing OHV Opportunity (2 points)

☐ Project involves construction of a facility associated with new OHV Opportunity (No points)

## 8 Motorized Access - Q 8.

8. The Project improves facilities that provide motorized access to the following nonmotorized recreation opportunities 6

(Check all that apply) Scoring: 2 points each, up to a maximum of 6 points (Please select applicable values)

☒ Camping

☐ Birding

☒ Hiking

☐ Equestrian trails

☐ Fishing

☐ Rock Climbing

☒ Other (Specify) [Land sailing]

## 9 Public Input - Q 9.

9. The Project was developed with public input employing the following 2

(Check all that apply) Scoring: 1 point each, up to a maximum of 2 points (Please select applicable values)

☒ Meeting(s) with the general public to discuss Project (1 point)

☐ Conference call(s) with interested parties (1 point)

☒ Meeting(s) with stakeholders (1 point)

Explain each statement that was checked

a. The El Mirage Project was extensively reviewed during preparation of the project management plan, approved 1990. This project was presented in public meetings with the OHV Leadership Team and the Wilderness Leaders Meeting, sponsored by California Wilderness Coalition at the BLM CDD Office. These meetings gathered public input.

c. The general public has an opportunity every month to comment at the meetings with the Friends of El Mirage, held at the El Mirage Visitor Center. This project was developed with public input from the last couple of meetings, along with the other El Mirage projects. These meetings were attended by representatives from a range of activities including OHV groups, motorized sports, competitive racing, commercial filming, local homeowners, business interest, environmental interest and clubs for non-motorized sports.

**10 Utilization of Partnerships - Q 10.**

10. The Project will utilize partnerships to successfully accomplish the Project. The number of partner organizations that will participate in the Project are 4

(Check the one most appropriate) (Please select one from list)

- ☒ 4 or more (4 points) ☐ 2 to 3 (2 points) ☐ 1 (1 point)  
☐ None (No points)

List partner organization(s)

Friends of El Mirage  
AMA District 37  
El Mirage Homeowners Association  
San Bernardino County Parks Department  
Los Angeles County OHV Parks Department  
San Bernardino County Parks Department

**11 Primary Funding Source - Q 11.**

11. Primary funding source for future operational costs associated with the Project will be 5

(Check the one most appropriate) (Please select one from list)

- ☒ Applicant's operational budget (5 points)  
☐ Volunteer support and/or donations (3 points)  
☐ Other Grant funding (2 points)  
☐ OHV Trust Funds (No points)

If 'Operational budget' is checked, list reference document(s):

BLM Barstow Field Office FY 2009 Annual Work Plan; identifies 2009 expenditures.  
El Mirage OHV Recreation Area 1990 Management Plan, and  
Barstow Field Office Business Plan, July 2003; both identify future use of entry fees for operational costs.

**12 Offsite Impacts - Q 12.**

12. Offsite impacts relative to the Project Area (e.g., sound, fugitive dust, runoff) have been addressed: 4

(Check the one most appropriate) (Please select one from list)

- ☐ No (No points) ☒ Yes (4 points)

Explain 'Yes' response

Extensive effort was made to layout the external boundaries of the OHV recreation area to minimize the long-term potential for offsite impacts. The access and internal distribution road network are designed to channel visitors into the heart of the recreation area. The same strategy is applied to locating and developing facilities. This and the Twin Hills Road Projects are both intended to develop sustainable roads to distribute traffic throughout the recreation area while addressing potential offsite impacts. This project is a key component of the strategy because it relocates the daily traffic from off the lakebed onto a well designed and constructed road. Reducing vehicle and truck traffic on the lakebed will reduce the amount of surface disturbance and the potential for subsequent wind erosion.

**13 Riparian/Wetland Issues - Q 13.**

13. Does the Project Area contain Riparian/Wetland issues? 0

(Check the one most appropriate) (Please select one from list)

☐ No (10 points)

☒ Yes (if yes - respond to item below)

The Project utilizes the following techniques to prevent damage to, or restore Riparian/Wetland areas  
2

(Check all that apply) (Please select applicable values)

☒ Re-routes to divert trails away from Riparian/Wetlands areas (2 points)

☐ Well documented evaluation and monitoring strategies (list reference document) (2 points)

☐ Provide bridges instead of wet crossings (2 points)

☐ Provide sanitary facilities (2 points)

☐ Restrict public vehicular access in Riparian/Wetland areas by placing physical barriers (e.g., gates, fences, bollard, boulders) (2 points)

Reference Document

El Mirage OHV Recreation Area Management Plan, 1990.